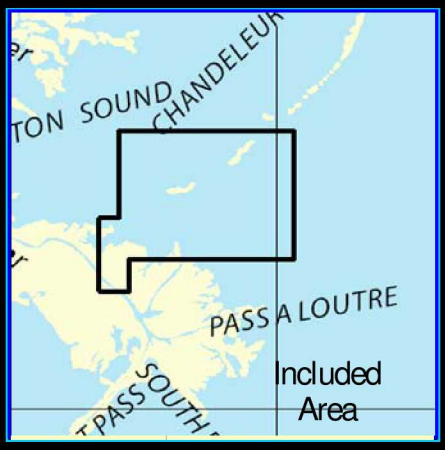
BookletChart™

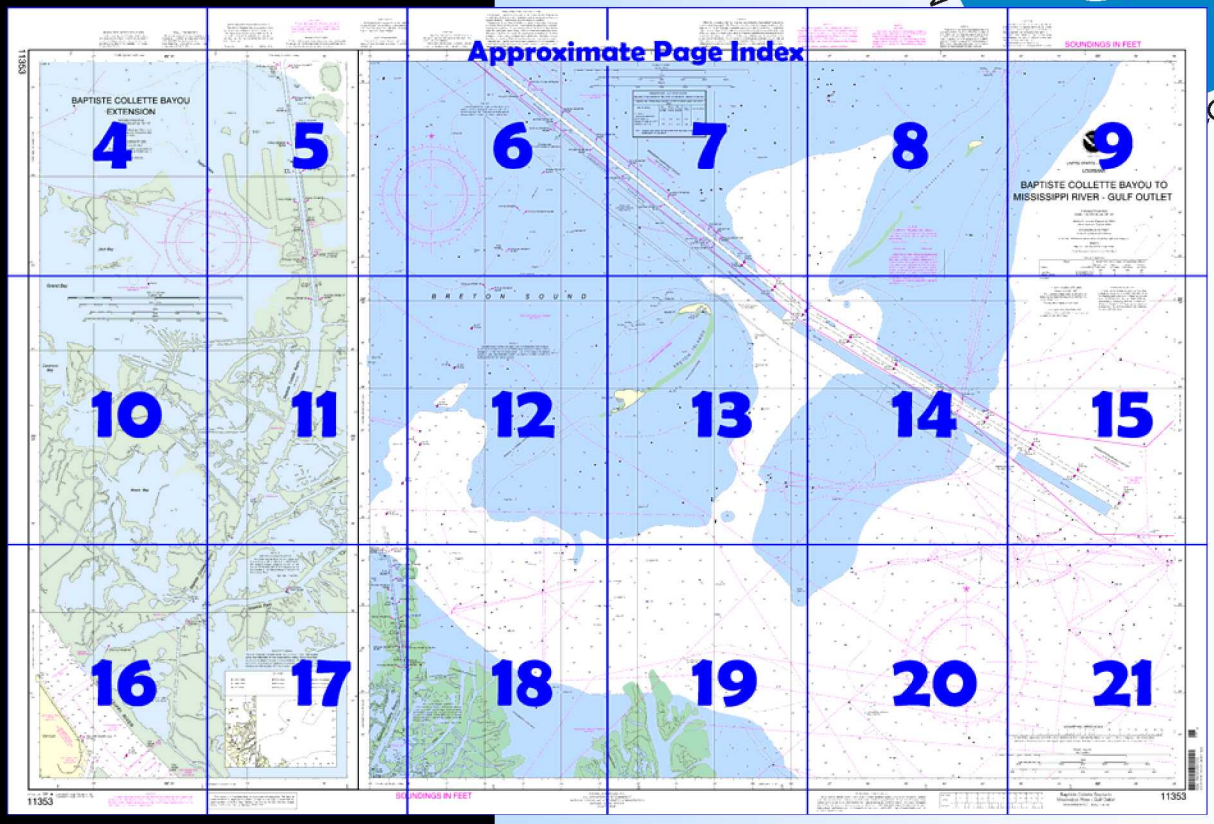
Baptiste Collette Bayou To Mississippi River - Gulf Outlet

(NOAA Chart 11353)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☑ *Complete, reduced scale nautical chart*
- ☑ *Print at home for free*
- ☑ *Convenient size*
- ☑ *Up to date with all Notices to Mariners*
- ☑ *United States Coast Pilot excerpts*
- ☑ *Compiled by NOAA, the nation's chartmaker.*



Home Edition (not for sale)

Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
301-713-2770

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

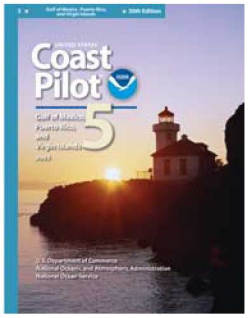
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 5, Chapter 9 excerpts]

(4) **Mississippi River** empties into the N central part of the Gulf of Mexico through a number of mouths or passes which, taken together, form the delta of the river. The river and its tributaries form the largest network of navigable waters in the world. The two principal passes, South Pass and Southwest Pass, are 1,600 nautical miles from New York, 500 nautical miles from Key West, 300 nautical miles E of Galveston, and 440 nautical miles E of Corpus Christi. The river is the access to the Ports of New Orleans and Baton Rouge, and the numerous cities in the central part of the United States located in the Mississippi River Valley and along its tributaries, the Ohio, Missouri, Red, Tennessee, and other rivers flowing into it. From the mouth, at the entrance to Southwest Pass, it is 1,840 miles to Minneapolis, 1,960 miles to Pittsburgh, 1,680 miles to Knoxville, and 1,530 miles to Chicago via the Illinois Waterway.

(17) **Mississippi River-Gulf Outlet Canal.** Use of the outlet canal by ships and other commercial and pleasure craft is continuing to increase. The hazards existing to a small-boat operator on this waterway cannot be over emphasized.

(18) It is understood, however, that ships must maintain sufficient headway at all times in order that the vessel can be controlled. Consequently, small-craft operators should approach and pass ships with extreme caution and with one thought in mind, the safety of their own vessel and its occupants.

(19) As a large ship moves in the waterway a wave is pushed ahead. As it comes abreast of a given point a suction effect is created that abruptly drops the water level in the channel and the water is drawn off the banks of the waterway. The violence of the reaction depends on the speed and draft of the ship.

(20) As the ship passes, the displaced water rushes back toward the banks and could possibly capsize or throw a small boat onto the bank. Shortly after the ship has passed, waves cause severe agitation along the banks.

(29) **Mississippi River-Gulf Outlet Canal** is a 66-mile-long deepwater channel that extends NW from deep water in the Gulf of Mexico to the Inner Harbor Navigation Canal at New Orleans. The Federal project provides for an entrance channel 38 feet deep for 8.3 miles to the entrance to Breton Sound between Grand Gosier Islands and Breton Islands, thence 36 feet deep across Breton Sound NW for 20.3 miles where it enters a landcut, thence 36 feet through the landcut for 32.2 miles where it joins the Gulf Intracoastal Waterway at Mile 13.6E, thence through the waterway for about 5 miles to a turning basin at its junction with the Inner Harbor Navigation Canal at New Orleans. The approach to the landcut is protected by stone retention dikes on both sides of the channel; the NE dike is about 2.6 miles long, and the SW dike is 5.5 miles long. The channel is well marked with aids.

(30) In 1991, the Associated Branch Pilots, Port of New Orleans, advised that vessels with a fresh water draft greater than 33 feet should not use the Mississippi River-Gulf Outlet Canal due to shoaling in various parts of the channel.

(118) **Venice** is a fishing and marine repair center on the W side of Grand Pass just inside The Jump. Oil companies have service and repair bases, and drilling mud, pipe, and equipment are loaded here for the offshore drilling rigs in the Gulf. Boatyards have a 150-ton lift and cranes to 100 tons; hull and engine repairs are made. Oil well platforms are built at Venice. Gasoline, diesel fuel, water, ice, provisions, marine supplies, berths, a 3-ton lift, and ramps are available at marinas. A Corps of Engineers wharf is on the W side just N of The Jump. Wharves and small-craft landings are at Venice on Grand Pass and on the W side of the river between Venice and Boothville. Bus service is available to New Orleans from Venice on State Route 23, which runs along the W side behind the levee.

(120) **Baptiste Collette Bayou**, on the E side of the river 11.5 miles AHP, connects the Mississippi River with Breton Sound. The entrance from Breton Sound is protected by jetties. In June 2002, the controlling depth was 8 feet across the bar in Breton Sound; thence in 1997-March 2002, 11 feet to the Mississippi River. The channel is marked by lights and daybeacons.

Table of Selected Chart Notes

Corrected through NM Jan. 26/08
Corrected through LNM Jan. 15/08

Mercator Projection
Scale 1:20,000 at Lat. 29° 20'

HEIGHTS

Heights in feet above Mean High Water.

Mercator Projection
Scale 1:40,000 at Lat. 29° 30'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1.

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

MINERAL DEVELOPMENT STRUCTURES

Obstruction lights and sound (fog) signals are required for fixed mineral development structures shown on this chart, subject to approval by the District Commander, U.S. Coast Guard (33 CFR 67).

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

NOTE D

BAPTISTE COLLETTE BAYOU

The controlling depth in the bar channel was 4 feet for a width of 250 feet to 29°21'43"N, 89°18'08"W, thence 10 feet for a width of 125 feet to 29°20'00"N, 89°18'30"W, thence 14 feet for a width of 150 feet to the junction with the Mississippi River.

Apr 1997 - Sep 2009

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Buras, LA	WXL-41	162.475 MHz

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

PLANE COORDINATE GRID
(based on NAD 1927)

The Louisiana State Grid, south zone, is indicated by dashed ticks at 20,000 foot intervals thus: –┼–

The last three digits are omitted.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 5 for important supplemental information.

9 PLANE COORDINATE GRID
(based on NAD 1927)

The Louisiana State Grid, south zone, is indicated by dashed ticks at 10,000 foot intervals thus: –┼–

The last three digits are omitted.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.746" northward and 0.168" westward to agree with this chart.

CAUTION

Gas and Oil Well Structures

Uncharted platforms, gas and oil well structures, pipes, piles and stakes can exist within the limits of this chart.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 8th Coast Guard District in New Orleans, LA, or at the Office of the District Engineer, Corps of Engineers in New Orleans, LA.

Refer to charted regulation section numbers.

Additional information can be obtained at nauticalcharts.noaa.gov.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Breton Islands	(29°30'N/089°10'W)	1.4	1.4	- - -
Jack Bay	(29°22'N/089°21'W)	1.4	1.2	- - -

NOTE:

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.
(Jan 2008)

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.

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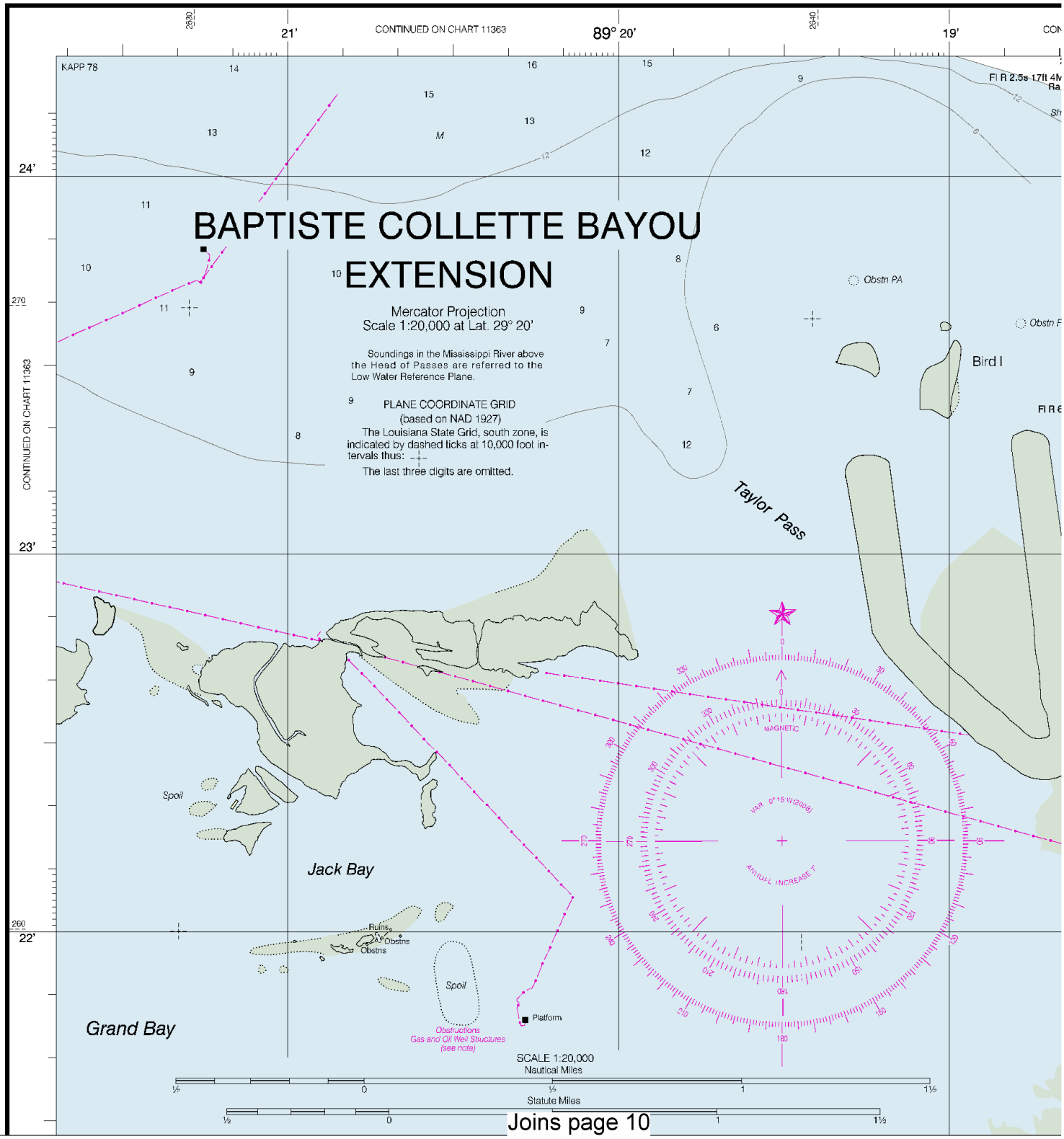

Joins page 10

North

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 — 1 — 1 ½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

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AIDS TO NAVIGATION

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CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

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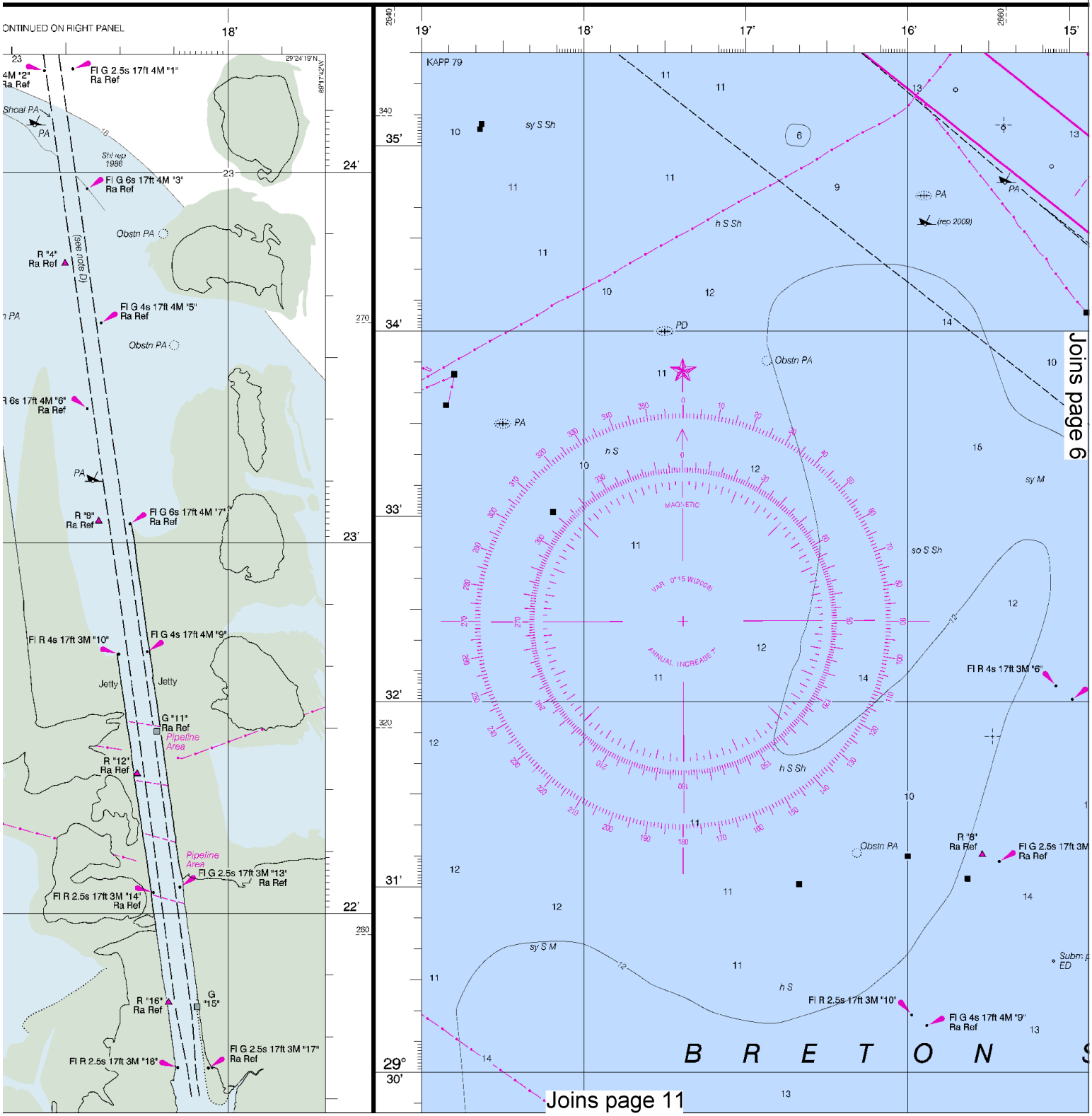

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:26667. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

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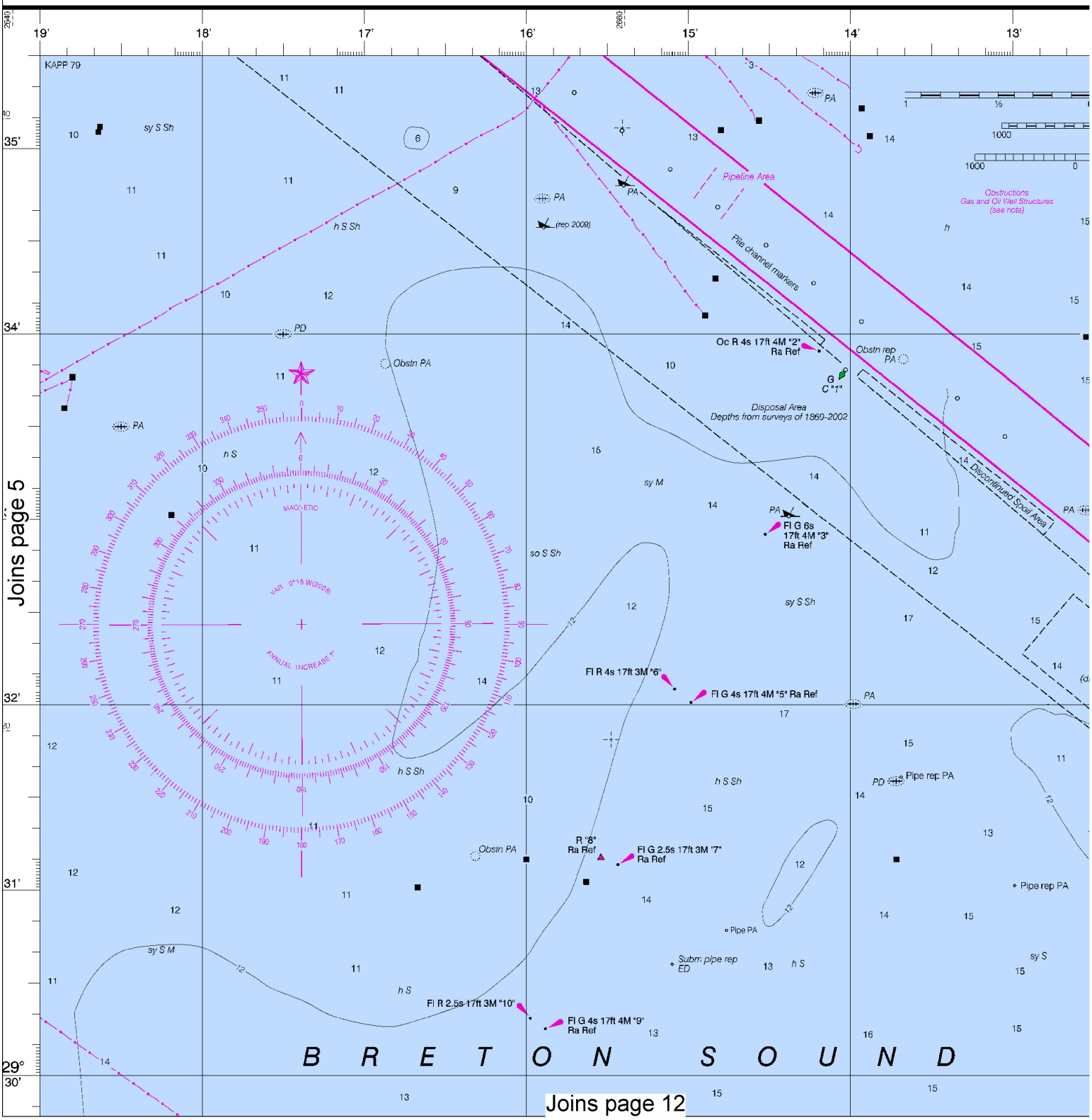
1st Ed., Apr. 1999



Joins page 5

Joins page 12

6

North

Printed at reduced scale. ~~SCALE 1:20,000~~

Nautical Miles

0 1 1½

Yards

500 0 500 1000 1500 2000 2500

See Note on page 5.

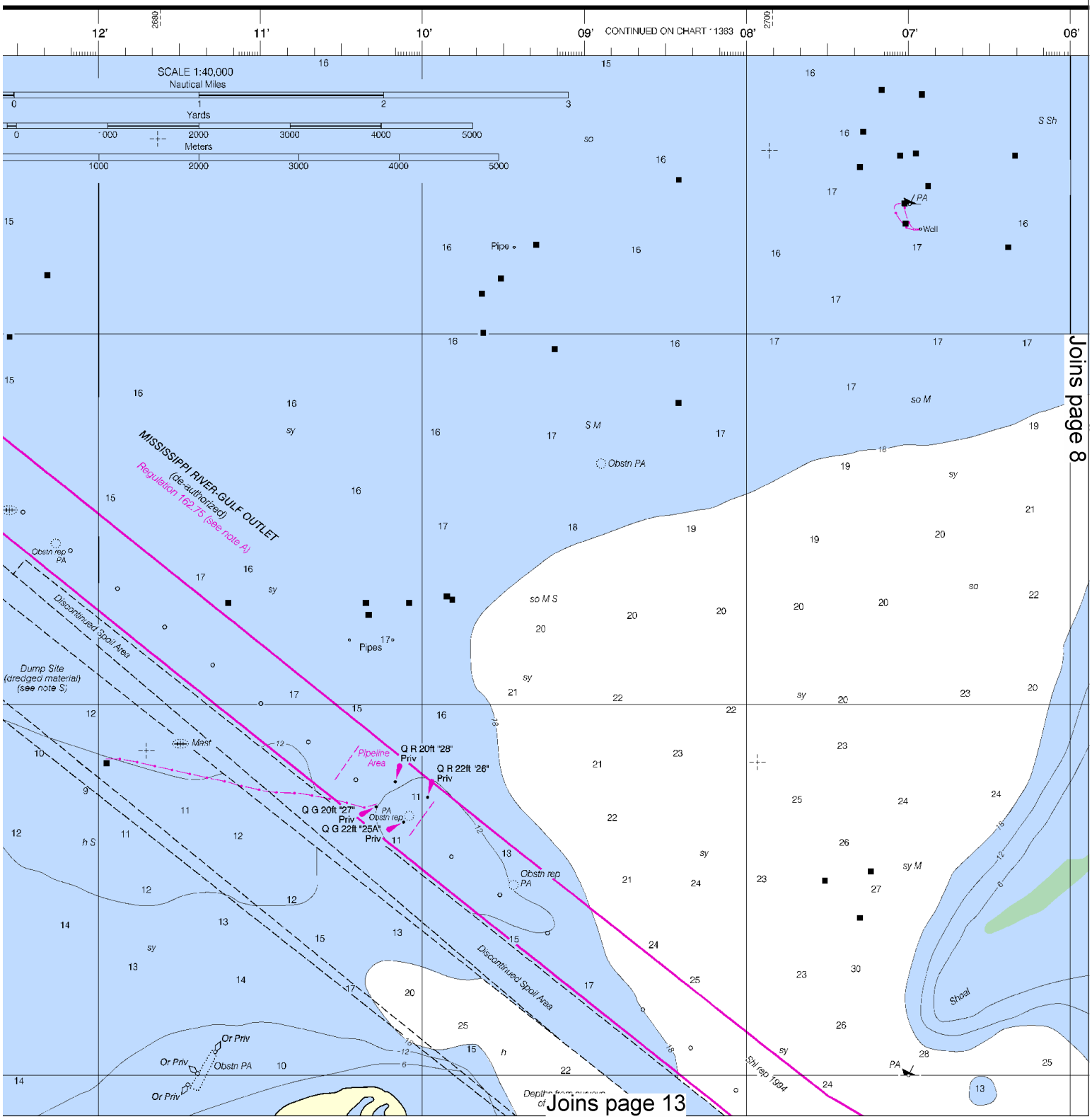
NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 8th Coast Guard District in New Orleans, LA, or at the Office of the District Engineer, Corps of Engineers in New Orleans, LA.

Refer to charted regulation section numbers.



This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
NGA Weekly Notice to Mariners: 0910 2/27/2010,
Canadian Coast Guard Notice to Mariners: n/a .

NOTE X

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N

Regulations for C
contained in 40 CFR.
information concernir
quirements for use of
from the Environmenta
See U.S. Coast Pilots
EPA offices. Dumping
dates may have reduce

10' 09' CONTINUED ON CHART 1363 08' 07' 06' 05' 04'

Joins page 7

Joins page 14

Grand Gosier Island

Pipe

Well

PA

Obstn PA

Obstn rep PA

Q R 20ft "28" Priv

Q R 22ft "26" Priv

Discontinued Spoil Area

Shl rep 1994

Depths from surveys of 1869-2003

Shoal

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area Cable Area

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Covered wells may be marked by lighted or unlighted buoys.

North

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles

0 1 1½

Yards

500 0 500 1000 1500 2000 2500

NOTE 5
r Ocean Dumping Sites are
R, Parts 220-229. Additional
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of the sites may be obtained
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CAUTION

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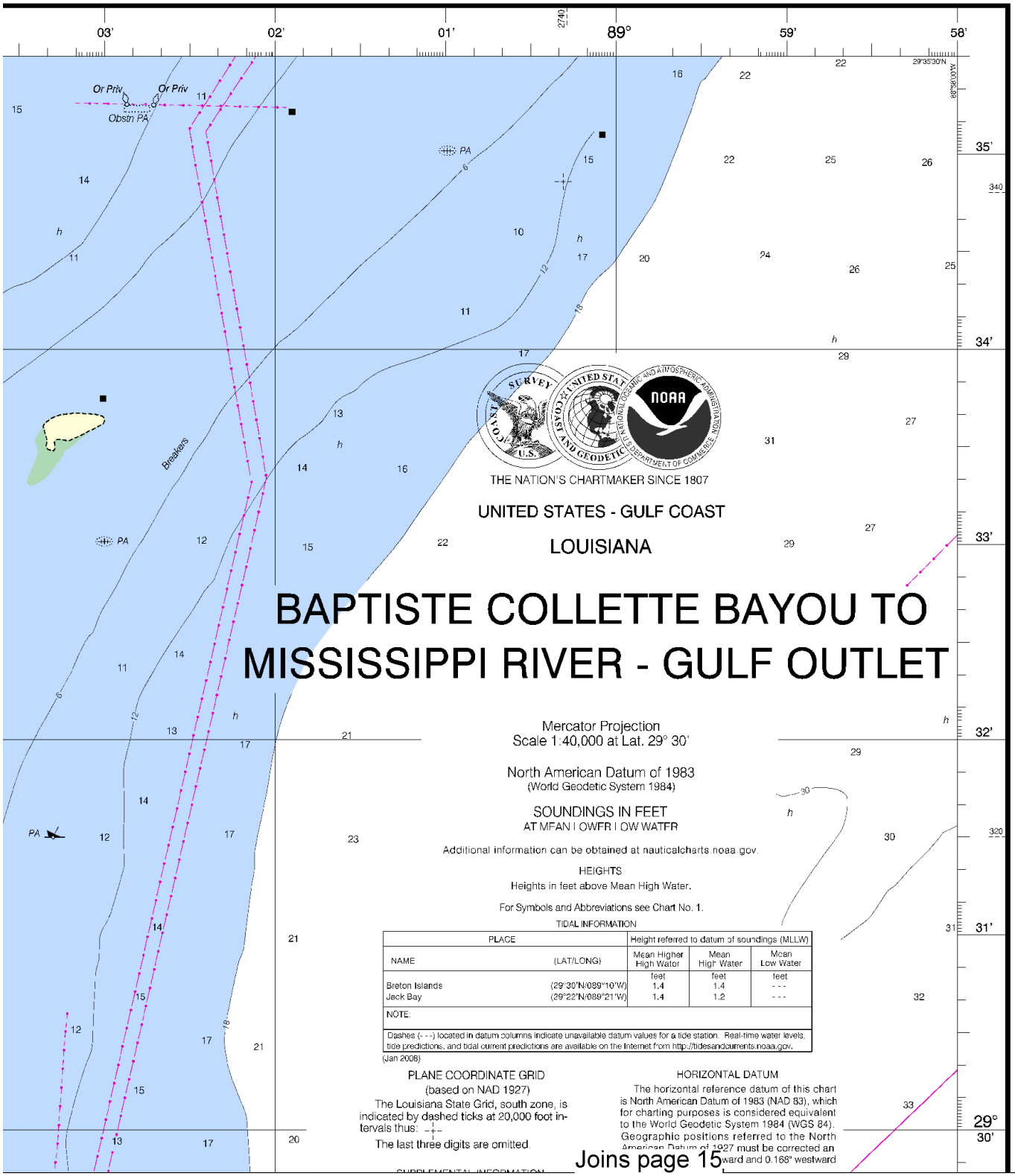
Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

SOUNDINGS IN FEET



BAPTISTE COLLETTE BAYOU TO MISSISSIPPI RIVER - GULF OUTLET

Mercator Projection
Scale 1:40,000 at Lat. 29° 30'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

HEIGHTS

Heights in feet above Mean High Water.

For Symbols and Abbreviations see Chart No. 1.

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Breton Islands	(29°30'N/089°10'W)	1.4	1.4	- - -
Jack Bay	(29°22'N/089°21'W)	1.4	1.2	- - -
NOTE:				
Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.				

(Jan 2006)

PLANE COORDINATE GRID
(based on NAD 1927)

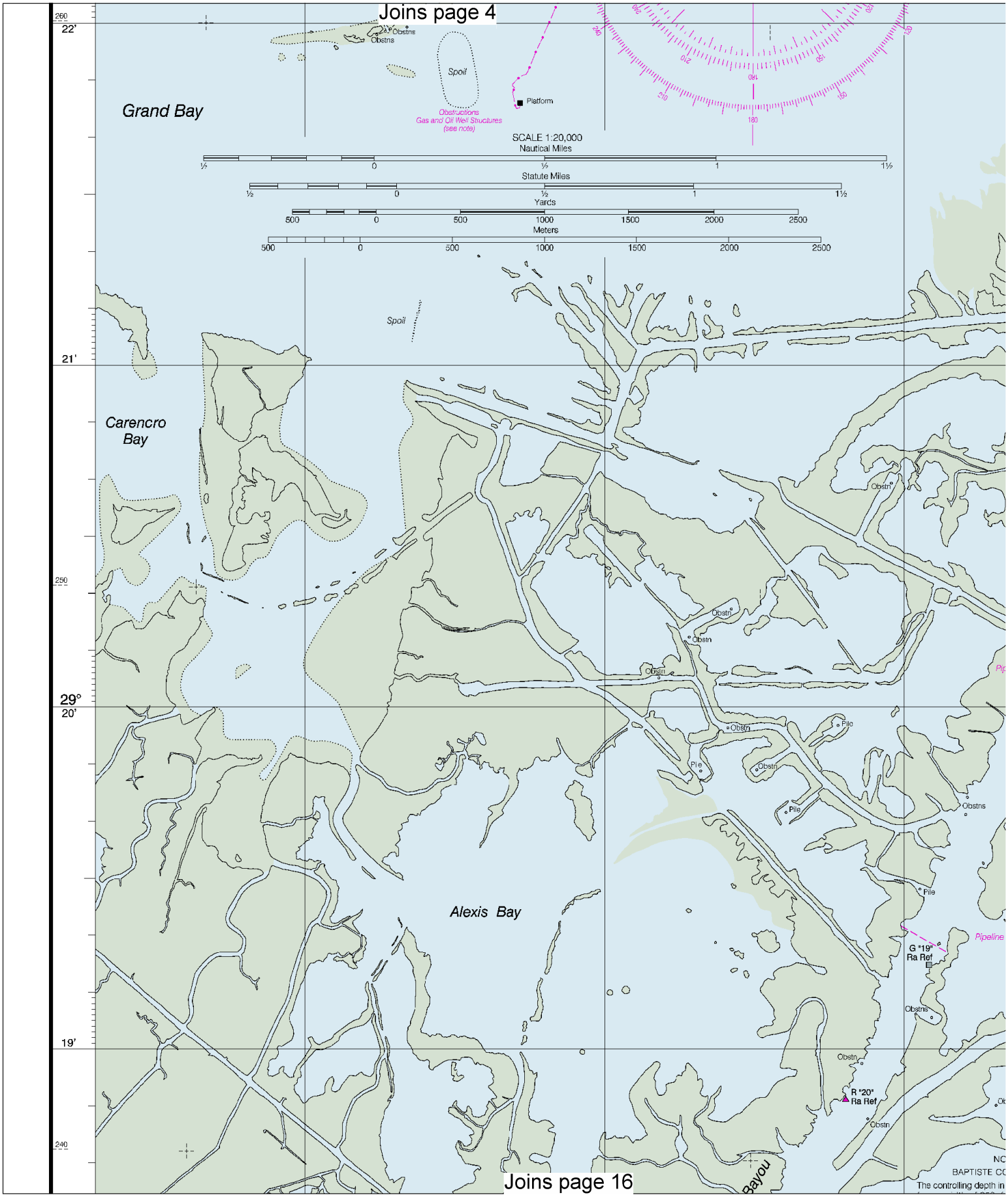
The Louisiana State Grid, south zone, is indicated by dashed ticks at 20,000 foot intervals thus: -|-

The last three digits are omitted.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an[illegible]ward and 0.168" westward

Joins page 15



10

North

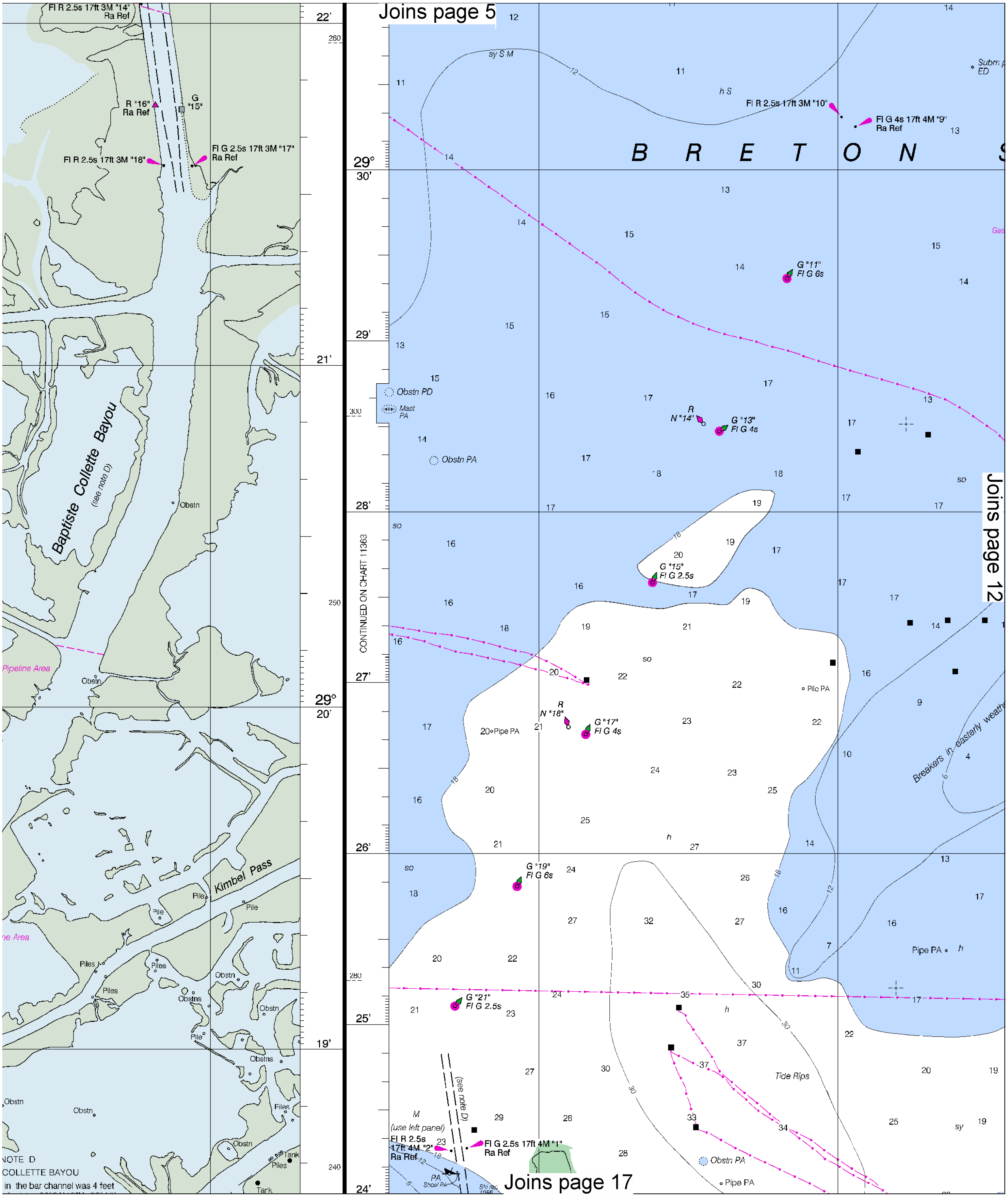
Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

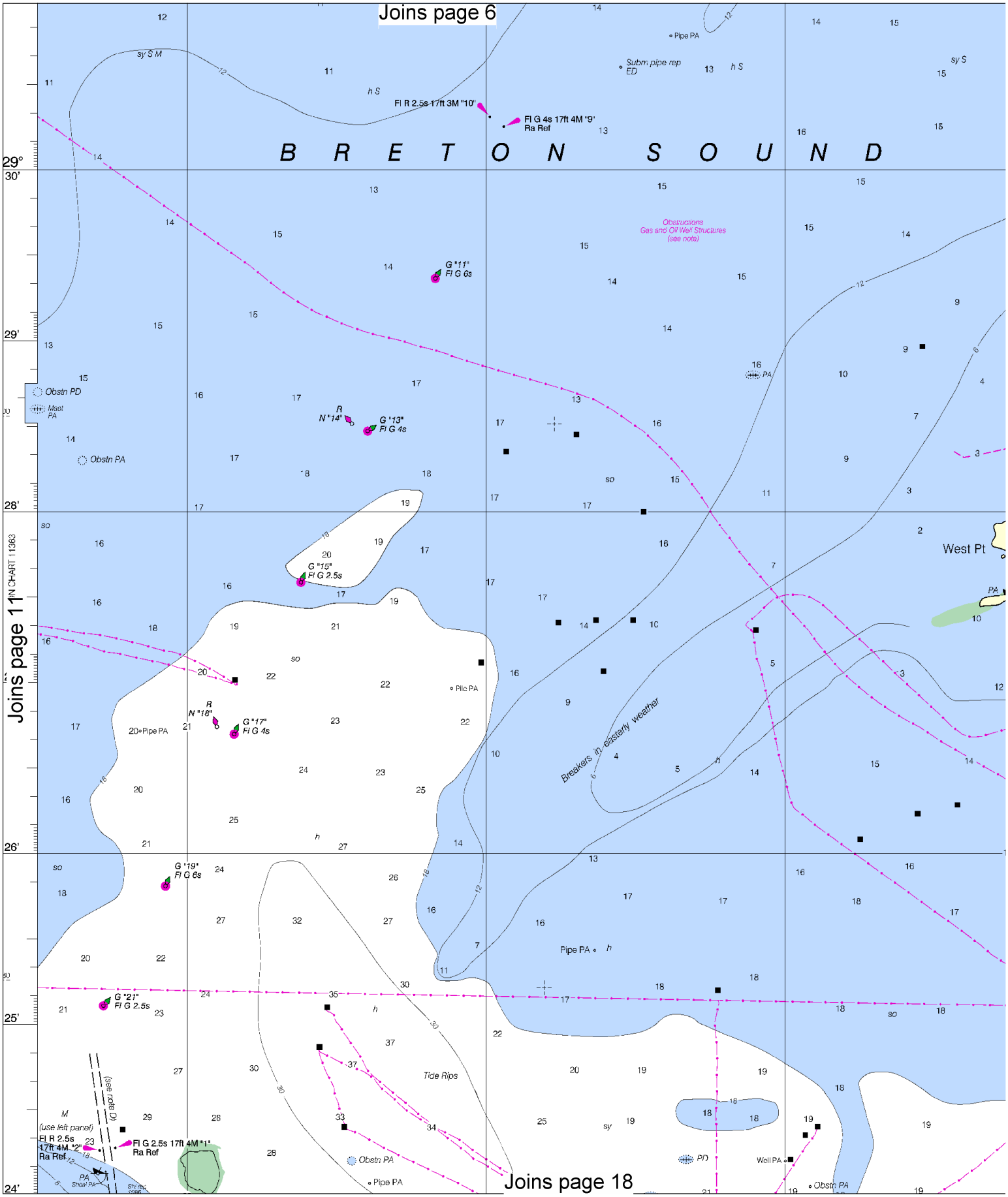
Nautical Miles

0 1 1½

Yards

500 0 500 1000 1500 2000 2500


Joins page 5
Joins page 17
Joins page 12
B R E T O N S
Baptiste Collette Bayou
(see note D)
Kimbel Pass
Pipeline Area
Fl R 2.5s 17ft 3M "14" Ra Ref
R "16" Ra Ref
G "15"
Fl R 2.5s 17ft 3M "18"
Fl G 2.5s 17ft 3M "17" Ra Ref
Fl R 2.5s 17ft 3M "10"
Fl G 4s 17ft 4M "9" Ra Ref
G "11" Fl G 6s
R N "14"
G "13" Fl G 4s
G "15" Fl G 2.5s
R N "18"
G "17" Fl G 4s
G "19" Fl G 6s
G "21" Fl G 2.5s
Fl R 2.5s 17ft 4M "2" Ra Ref
Fl G 2.5s 17ft 4M "1" Ra Ref
(use left panel)
Obstn PD
Mast PA
Obstn PA
Pipe PA
Tide Rips
Breakers in easterly weather
CONTINUED ON CHART 11363
NOTE D
COLLETTE BAYOU
in the bar channel was 4 feet
29° 30'
29° 20'
22'
21'
19'
29'
28'
27'
26'
25'
24'



North

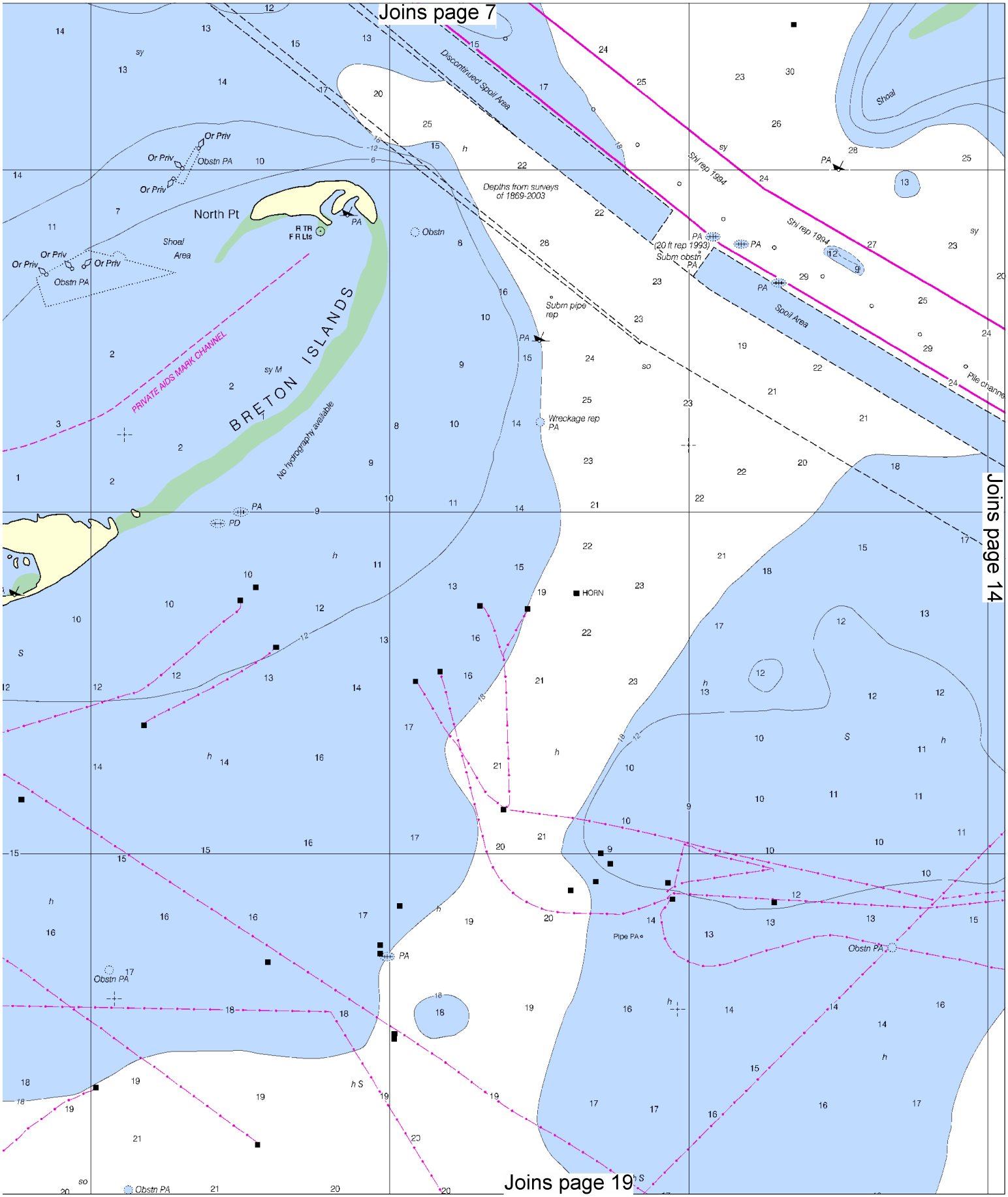
Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

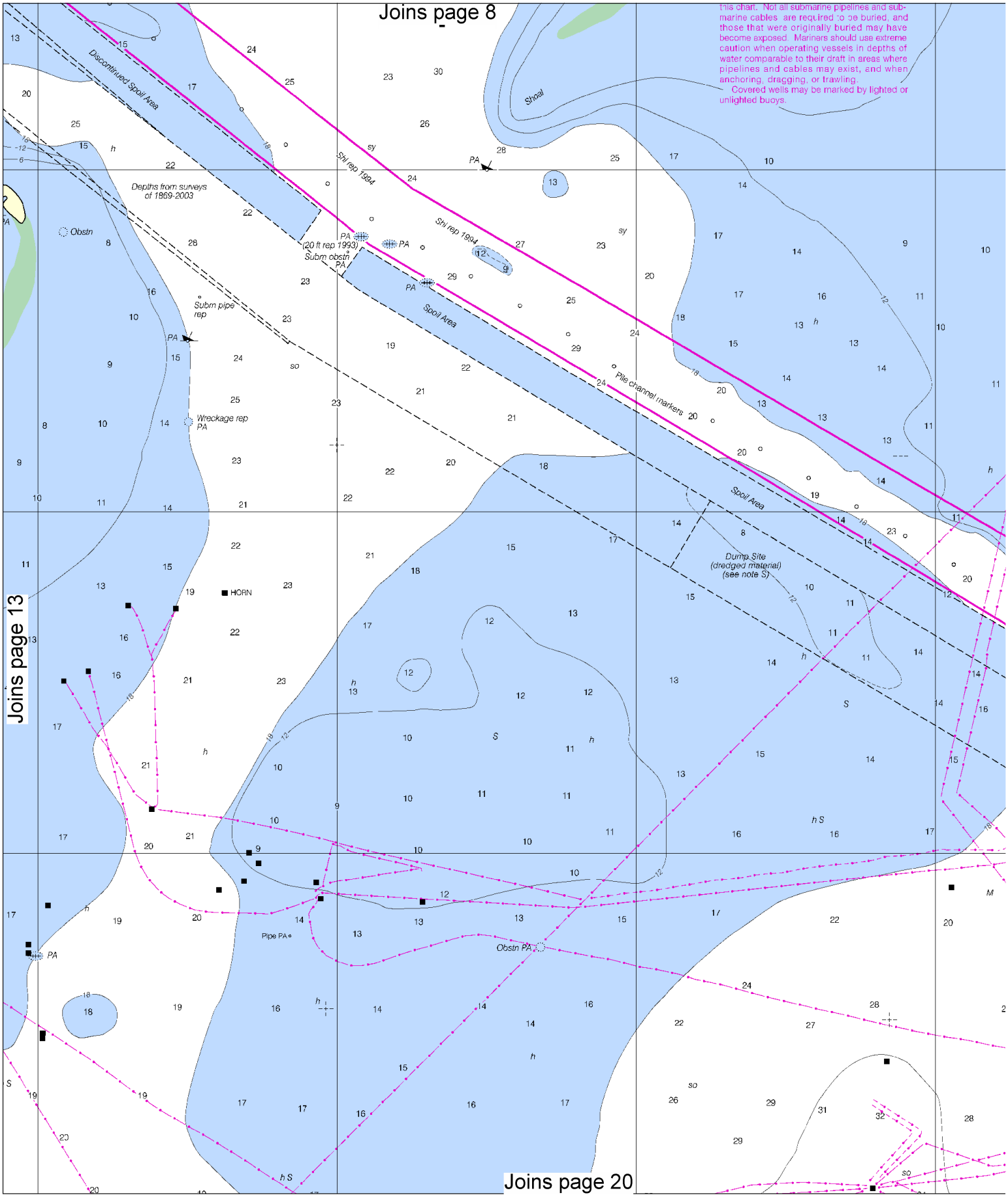
Nautical Miles

0 1 1½

Yards

500 0 500 1000 1500 2000 2500


Joins page 7
Joins page 14
Joins page 19
BRETON ISLANDS
North Pt
Shoal Area
Or Priv
Obstn PA
R TR
F R Lts
PRIVATE AIDS MARK CHANNEL
No hydrography available
Discontinued Spoil Area
Depths from surveys of 1869-2003
Shl rep 1994
Subm obstn
(20 ft rep 1993)
Subm pipe rep
Spoil Area
Pile channel
Wreckage rep
HORN
Pipe PA
Obstn
PA
PD
sy
sy M
so
h
h S



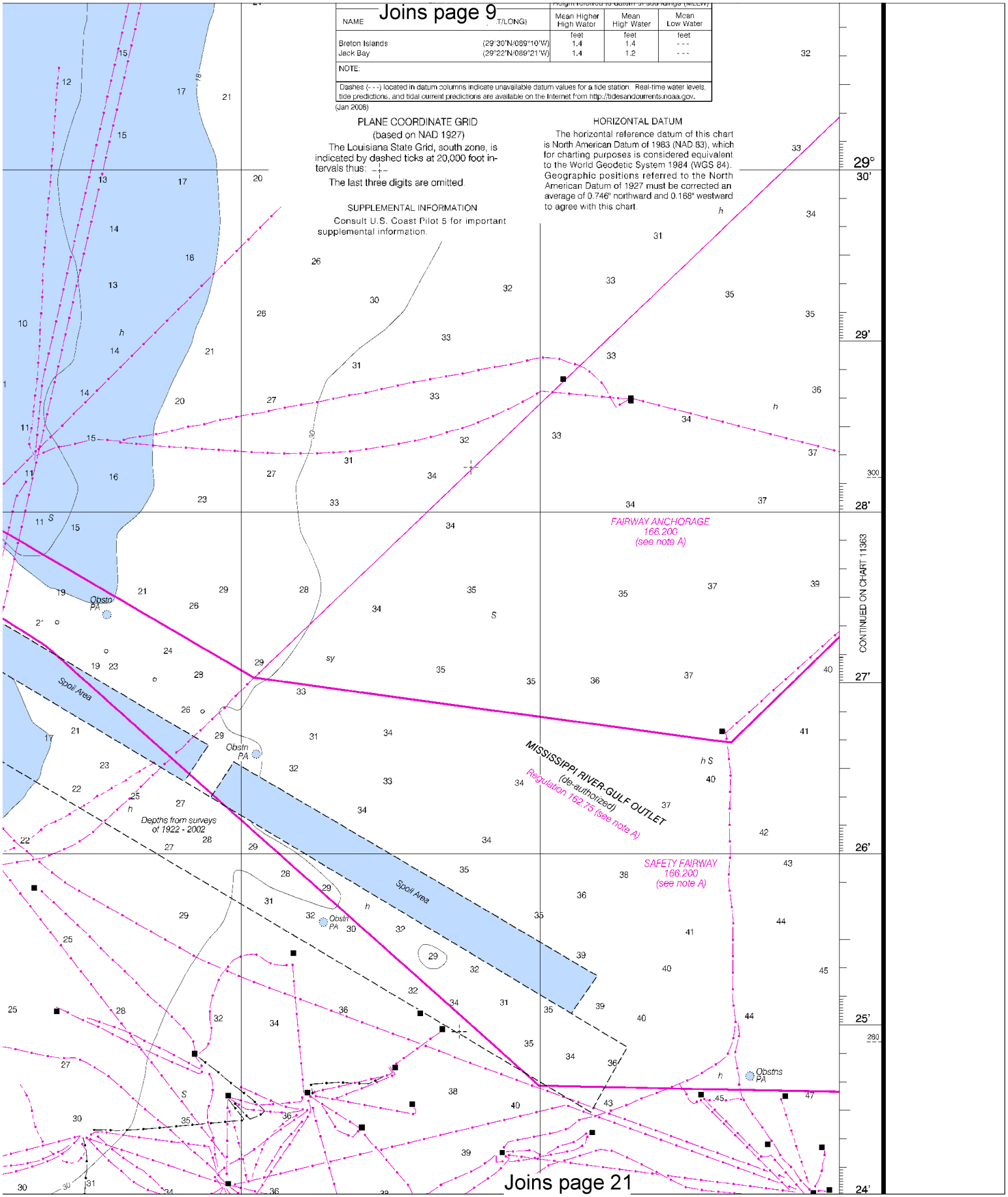
14

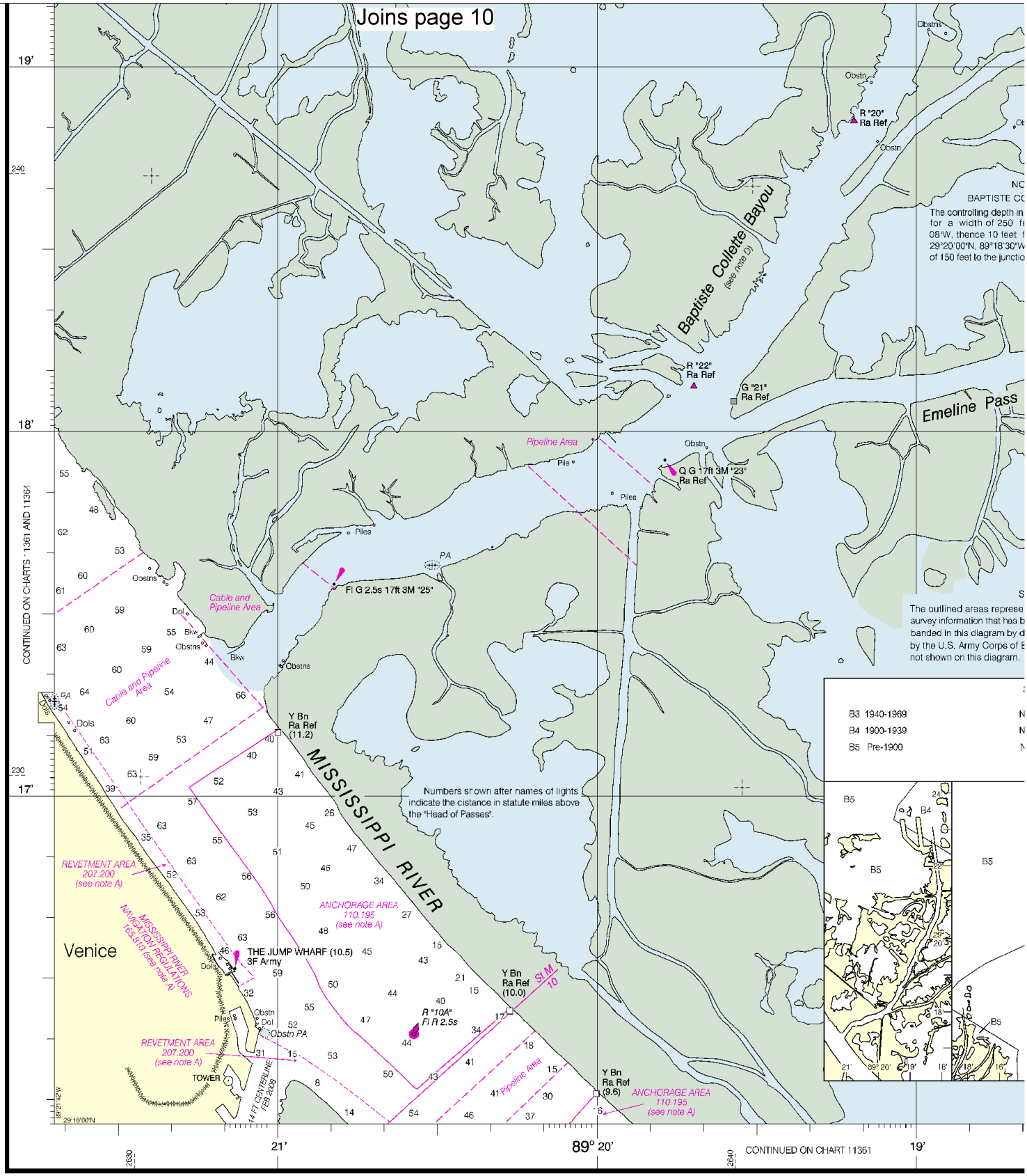
North

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 — 1 — 1 ½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500


Joins page 9
NAME
(LAT/LONG)
Mean Higher High Water
Mean High Water
Mean Low Water
feet
Breton Islands (29°30'N/089°10'W) 1.4 1.4 - - -
Jack Bay (29°22'N/089°21'W) 1.4 1.2 - - -
NOTE:
Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.
(Jan 2008)
PLANE COORDINATE GRID
(based on NAD 1927)
The Louisiana State Grid, south zone, is indicated by dashed ticks at 20,000 foot intervals thus: -+-
The last three digits are omitted.
SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 5 for important supplemental information.
HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.746" northward and 0.168" westward to agree with this chart.
29°
30'
29'
28'
27'
26'
25'
24'
FAIRWAY ANCHORAGE
166.200
(see note A)
CONTINUED ON CHART 11363
Spoil Area
Obstn PA
MISSISSIPPI RIVER-GULF OUTLET
(de-authorized)
Regulation 162.75 (see note A)
Depths from surveys of 1922 - 2002
SAFETY FAIRWAY
166.200
(see note A)
Obstns PA
Joins page 21



5th Ed., Jan. / 08 ■ Corrected through NM Jan. 26/08
Corrected through LNM Jan. 15/08

11353

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the date e at nauticalcharts.noaa.gov.

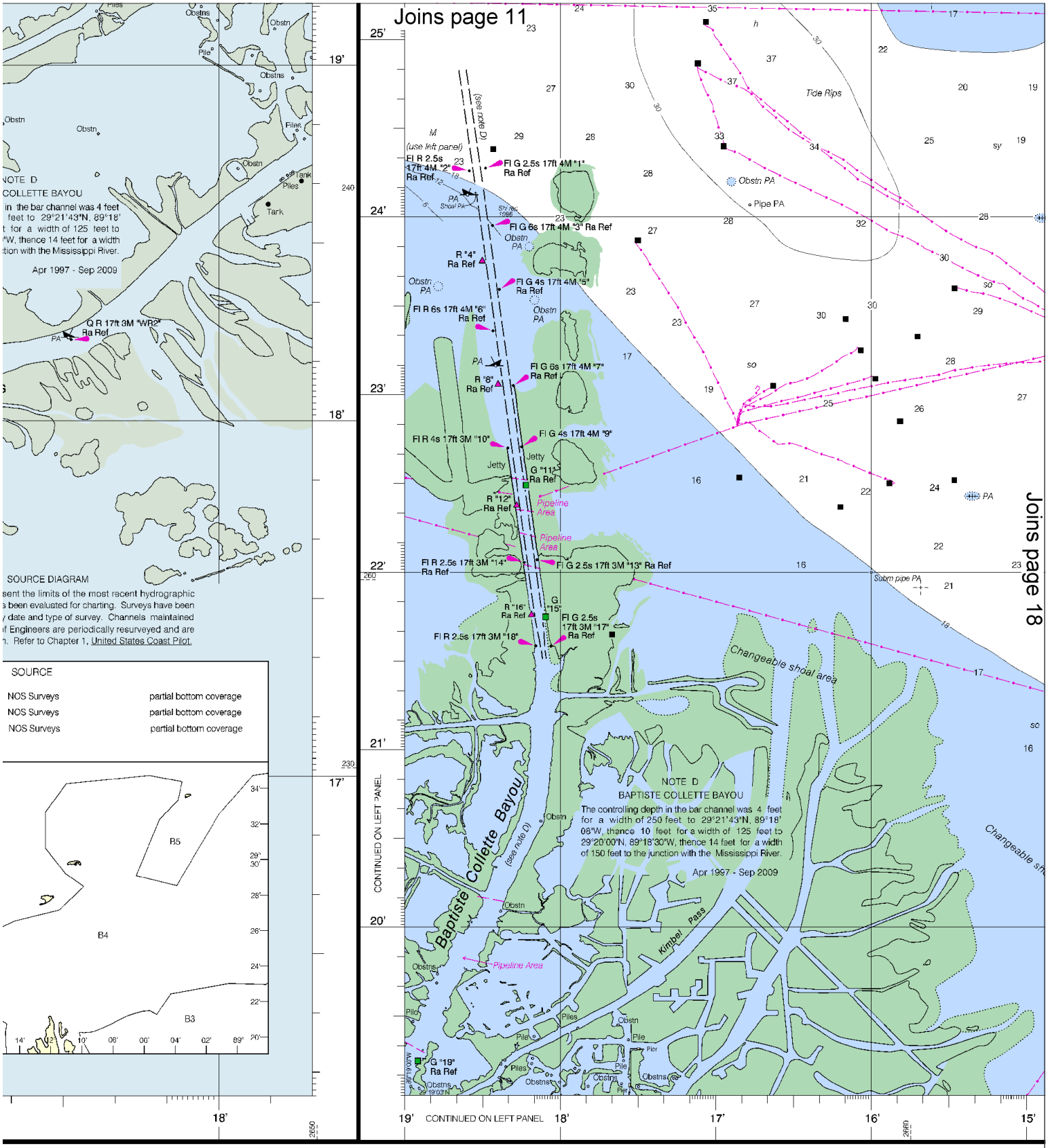
This nautical chart has been designed to promote safe navi Ocean Service encourages users to submit corrections, addition improving this chart to the Chief, Marine Chart Division (N/CS Service, NOAA, Silver Spring, Maryland 20910-3282.

North

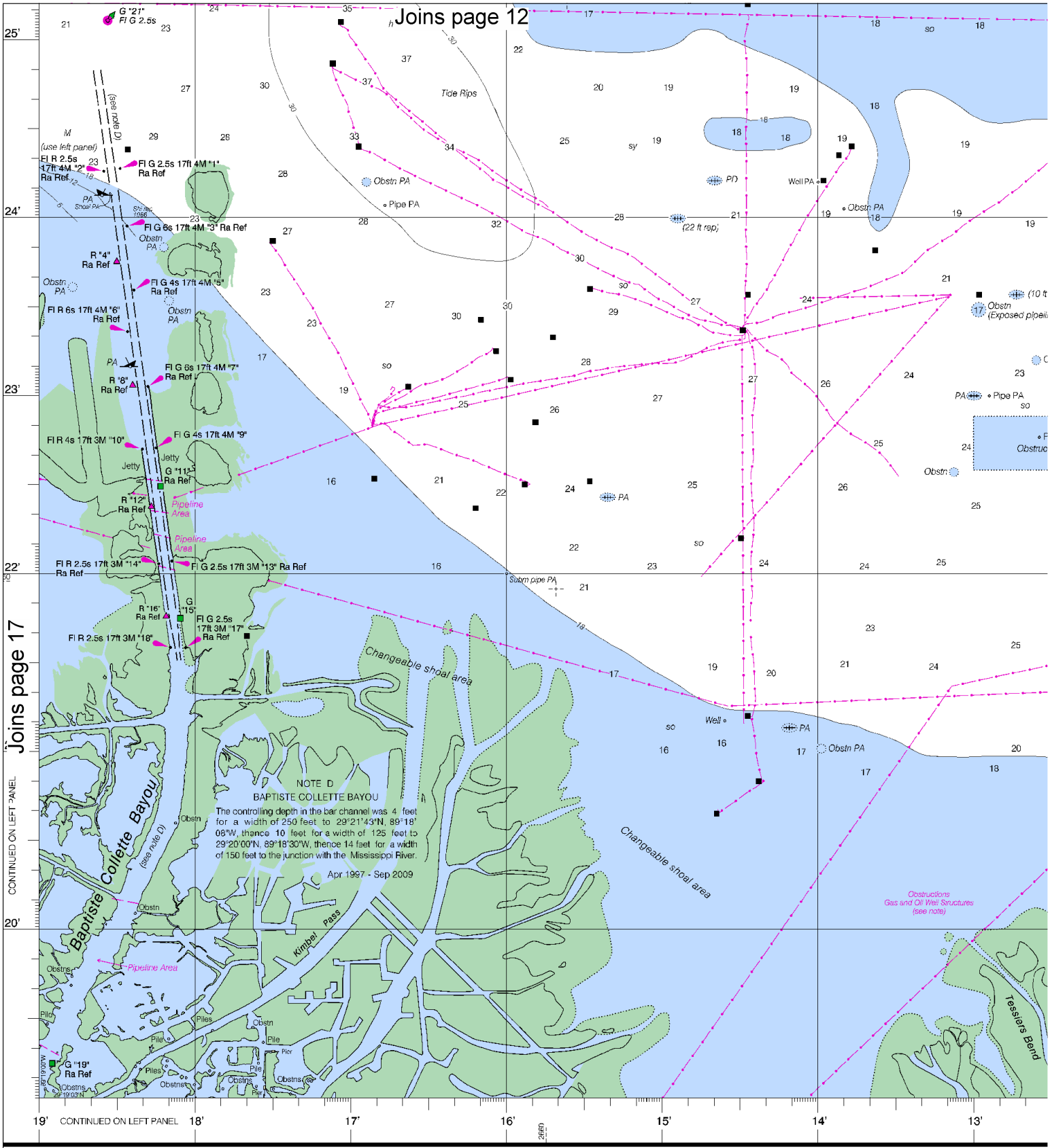
Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 — 1 — 1 ½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500



SOUNDINGS IN FEET



SOUNDINGS IN FEET

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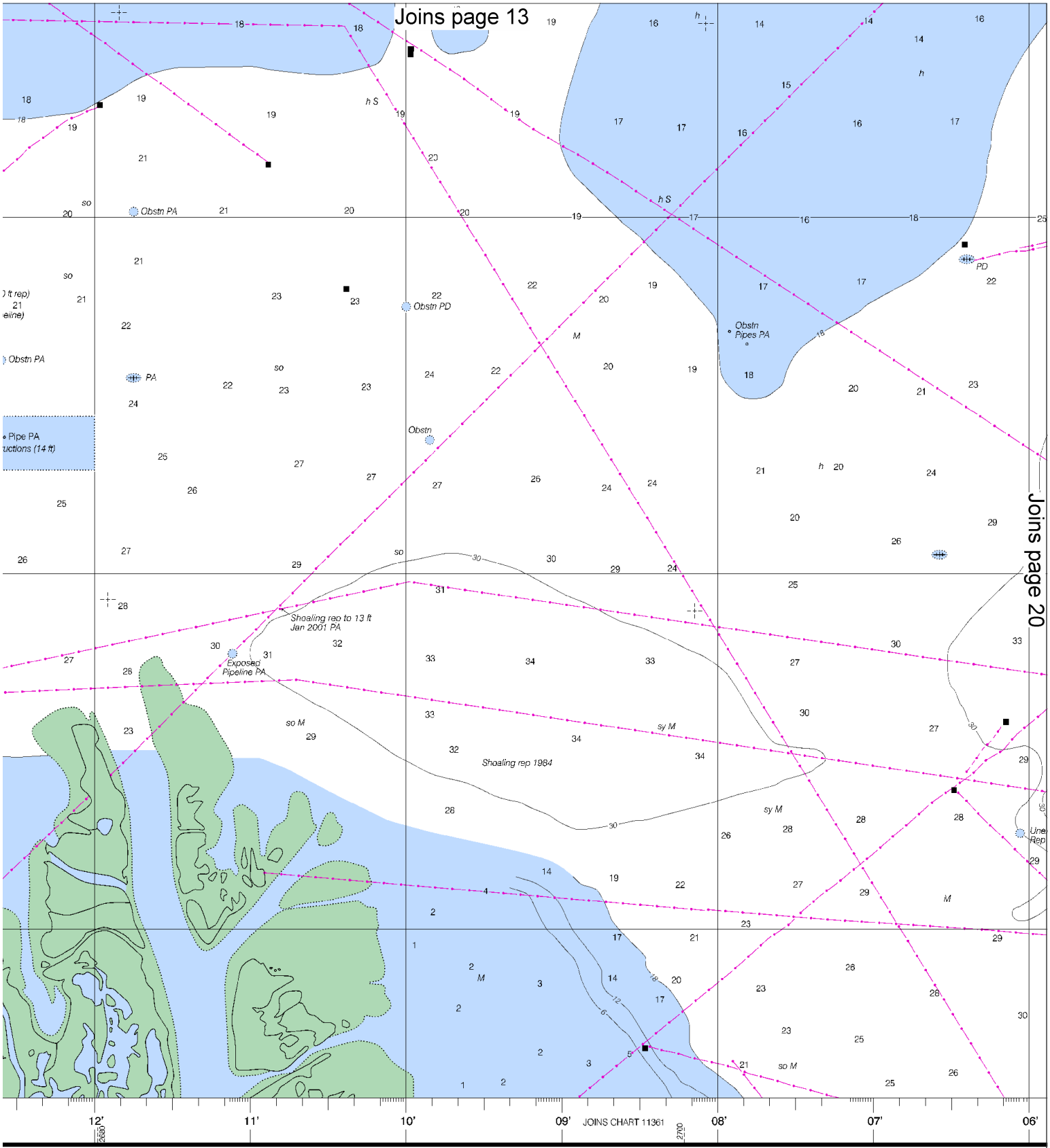
NATIONAL OCEANIC AND ATMOSPHER
NATIONAL OCEAN SER
COAST SURVEY

North

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 — 1 — 1 ½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500



on, D.C.
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Y

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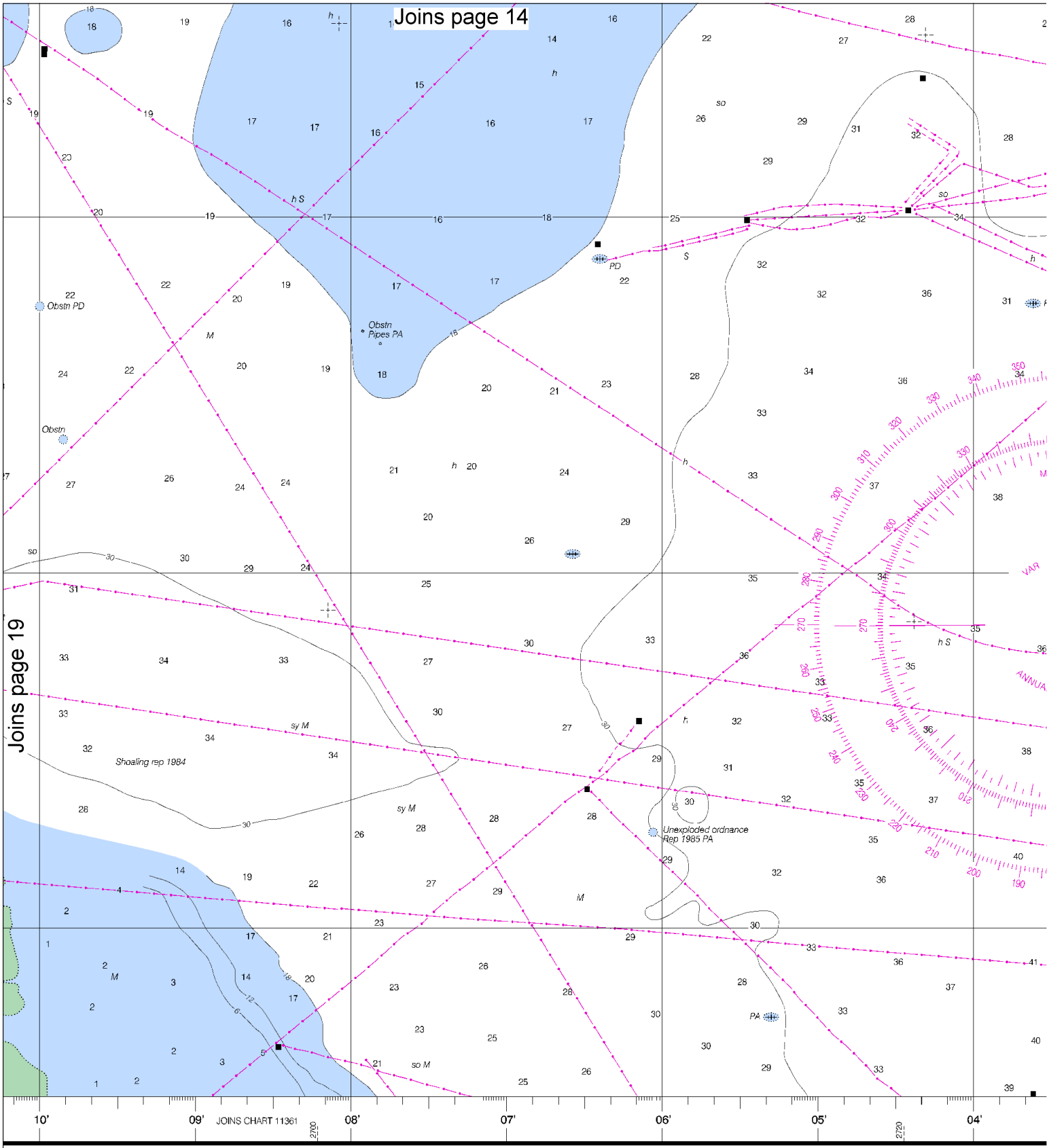

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NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and crit cal corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@Oc

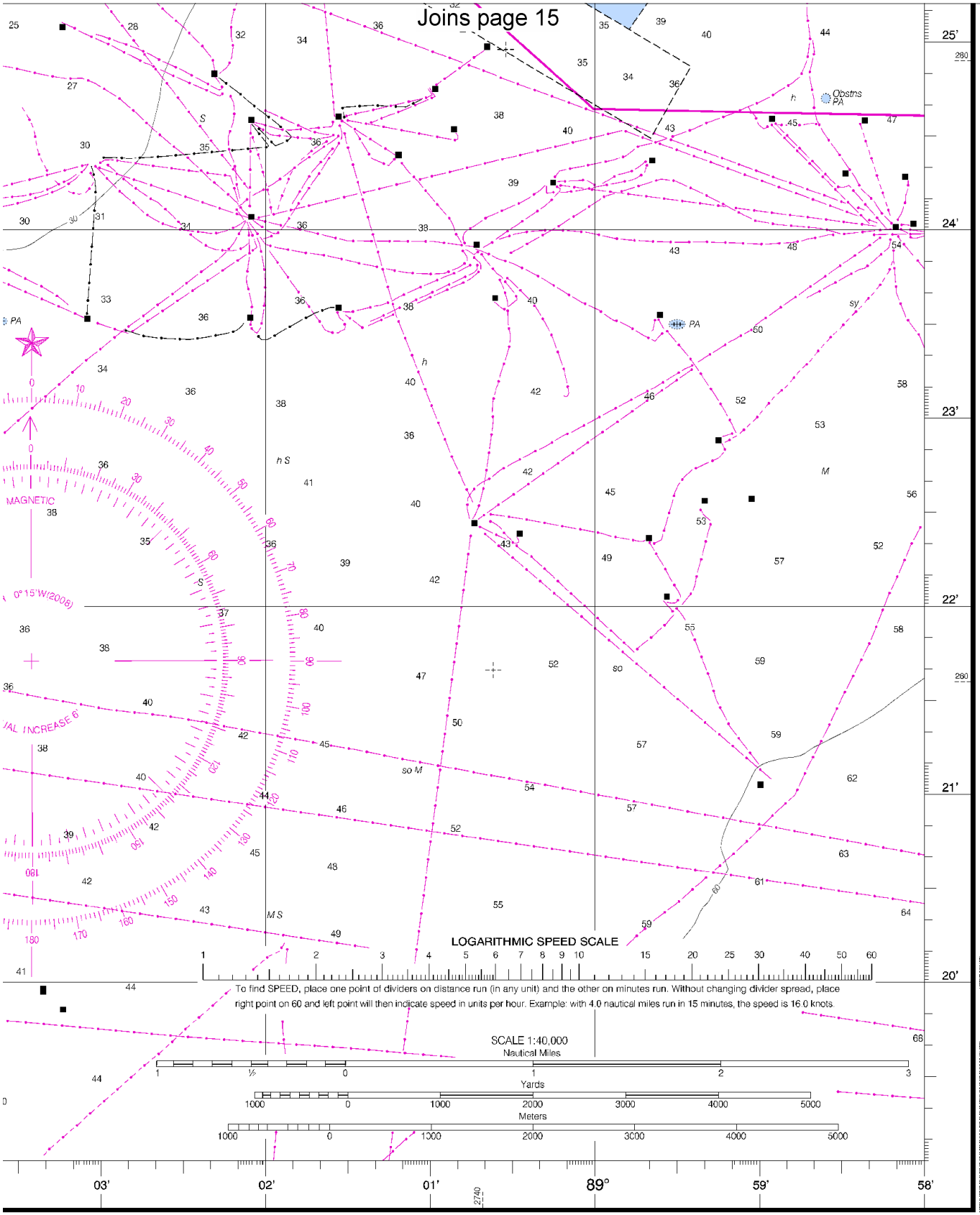
FATHOMS	1	2
FEET	6	12
METERS	1	2 3 4

North

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 — 1 — 1 ½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500



Baptiste Collette Bayou to
Mississippi River - Gulf Outlet

SOUNDINGS IN FEET - SCALE 1:40,000

11353

ED NO. 5

NSN 7642014597213 NGA REFERENCE NO. 11AHA11353

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.
Coast Guard Group New Orleans – 504-846-6162
Coast Guard Station Venice – 985-534-2332
Plaquemines Parish Sheriff – 985-564-9070/2525
LA Wildlife and Fisheries– 800-442-2511
Coast Guard Atlantic Area Cmd – 757-398-6390

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA, The Nation's Chartmaker

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Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.